

FAA



AviationNews

AVIATION SAFETY FROM COVER TO COVER

J U L Y / A U G U S T 2 0 0 6



Page 1:

EAA[®] AirVenture[®] 2006



U.S. Department
of Transportation

Federal Aviation
Administration

Norman Y. Mineta, *Secretary of Transportation*
Marion C. Blakey, *Administrator*
Nicholas A. Sabatini, *Associate Administrator*
for Aviation Safety
James J. Ballough, *Director,*
Flight Standards Service
John S. Duncan, *Acting Manager,*
General Aviation and Commercial Division
Copper Perry, *Manager,*
Plans and Programs Branch

H. Dean Chamberlain, *Editor*
Louise C. Oertly, *Senior Associate Editor*
A. Mario Toscano, *Associate Editor/Designer*

The FAA's Flight Standards Service, General Aviation and Commercial Division's Plans and Programs Branch (AFS-805) publishes *FAA Aviation News* six times each year in the interest of aviation safety. The magazine promotes safety by discussing current technical, regulatory, and procedural aspects affecting the safe operation and maintenance of aircraft. Although based on current FAA policy and rule interpretations, all material herein is advisory or informational in nature and should not be construed to have regulatory effect.

The FAA does not officially endorse any goods, services, materials, or products of manufacturers that may be referred to in an article.

Certain details of accidents described herein may have been altered to protect the privacy of those involved.

Comments or questions about this magazine should be directed to the Editor at (202) 267-7956. Written comments can be mailed to the Editor at the following address: Editor, *FAA Aviation News*, Federal Aviation Administration, AFS-805, 800 Independence Ave. SW, Washington, DC 20591. The fax number is (202) 267-9463. The Editor's e-mail is dean.chamberlain@faa.gov.

The Office of Management and Budget has approved the use of public funds for the printing of *FAA Aviation News*.

GOVERNMENT PRINTING OFFICE (GPO) SUBSCRIPTION SERVICES

NEW ORDERS

The Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402-9371, sells *FAA Aviation News* on subscription. Use the self-mailer form in the center of this magazine to subscribe. For new orders, you can telephone the GPO at (202) 512-1800 or toll-free at 1-866-512-1800. You may also order via the Internet at <http://bookstore.gpo.gov>

SUBSCRIPTION PROBLEMS/CHANGE OF ADDRESS

Send your label with correspondence to Superintendent of Documents, Attn: Chief, Mail List Branch, Mail Stop: SSOM, Washington, DC 20402-9373. The GPO Customer Service telephone number is (202) 512-1806. You can also telephone toll-free at 1-866-512-1800 and ask to be transferred to Customer Service. The Customer Service FAX telephone number is (202) 512-2168.

To keep subscription prices down, the Government Printing Office mails subscribers only one renewal notice. You can tell when your subscription ends by checking the date on the second line of your mailing label. To be sure that your service continues without interruption, please return your renewal notice promptly.

*****3-DIGIT 342
FAN SMITH212J JUN05 R 1 423*
JOHN SMITH
212 MAIN ST
FORESTVILLE MD 20747

http://www.faa.gov/news/aviation_news

JULY / AUGUST 2006

ISSN: 1057-9648

FAA



AviationNews
AVIATION SAFETY FROM COVER TO COVER

VOLUME 45 • NUMBER 4

FEATURES

- 1 AirVenture® 2006
- 4 Weather to Go
- 8 Weather Decision Making for GA Pilots
- 13 Countdown to Reno '06
- 16 Fuel Low
- 17 Introducing the FAA Safety Team
- 18 "No Going Back"
- 24 FITS and Scenario Development
- 26 All That's Old is New Again
- 30 So What's All This about VLJs?
- 32 GPS: We're Hooked
- 34 Aaron Tippin-Singer, Pilot, and A&P
- 35 GPS Approach Minima—"How Low Can YOU Go?"
- 41 Make a Difference in Aviation Safety

DEPARTMENTS

- 42 FlightFORUM
- 43 AvNEWS
- BACK COVER Editor's Runway



FRONT COVER: "Gunfighter," a "D" Model P-51 poses for the camera near Oshkosh. Photo by Anne X. Graham.

BACK COVER: Ray Stinchcomb, Jr. photographed this Dornier DO-24 ATT at Oshkosh.

AirVenture® 2006

story and photo by H. Dean Chamberlain



If you are going, have you done your homework for the Experimental Aircraft Association's (EAA) 2006 AirVenture Oshkosh™ fly-in? Do you know the new VFR holding patterns? What about the displaced threshold on Runway 27? What about the air show waiver times? If your aircraft doesn't have a radio, do you know about the time block for No Radio (NORDO) arrivals? These are four of the listed changes on the Table of Contents for the FAA's *Notice to Airmen* (NOTAM) for this year's AirVenture® fly-in and air show. If you are planning on flying to AirVenture® this year, you must review the NOTAM. Probably the only thing the NOTAM can't provide you with is a guaranteed tie-down spot. But, it can help tell you if the field has any spots available. However, the NOTAM will tell you how to find the Wittman Regional Airport (OSH), the neighboring

airports where many pilots land rather than going into Wittman Regional, what type of windshield sign you need to make for landing at Wittman Regional including its size and coding, plus all of the other information you will need to fly into one of the busiest airport areas in the world during the last week of July.

The dates for the 2006 AirVenture Oshkosh™ are July 24-30. For those not familiar with AirVenture®, it is the world's largest fly-in. It is held each year in Oshkosh, Wisconsin. As the largest fly-in, it poses its own challenges for first time visitors. The number of visitors and aircraft can be overwhelming if you have not been there. Normally, 600 to 800 thousand visitors are there at some time during the event. Because of the number of attendees, motel and hotel rooms are normally reserved months in advance within about a 100 mile radius of

Oshkosh. If you think the number of visitors is impressive, the number of aircraft of every make and model and kind that will be there that week will overwhelm you. To use a current expression, think of it as general aviation's version of "Shock and Awe."

The effective dates and times for the NOTAM are July 22 from 6 a.m. Central Daylight Time (CDT) until July 31 at 6 a.m. CDT. Please note the NOTAM is in effect before and after the public fly-in. For a free copy of the NOTAM booklet you can call EAA at 1-800-564-6322. The NOTAM is also available on the Internet at <www.faa.gov/NTAP>; <www.airventure.org>; or <www.eaa.org>.

Although this article will highlight some of the safety issues pilots and visitors should be aware of, the only official aviation guidance for the fly-in is the FAA NOTAM for the event. Please note the disclaimer in the



NOTAM that states "This Notice does not supercede restrictions pertaining to the use of airspace contained in FDC NOTAMs. Please check current NOTAMs by calling Flight Service at 1-800-WX-BRIEF." In today's world of pop-up temporary flight restrictions, all pilots must check for any type of flight restriction along the route of flight. For those pilots planning on flying to Oshkosh from the mid-Atlantic area, the Washington DC Air Defense Identification Zone (ADIZ) and Prohibited Area 40 (P-40) must be considered when flight planning. Other areas may have their own unique restrictions. You need to check for your specific flight plan.

For AirVenture® visitors in general, the EAA Internet Web sites are great. There is one main site for EAA. There is also a site dedicated to AirVenture®. Both are linked. For EAA information, you can start with <www.eaa.org>. For AirVenture®, you can go to <www.airventure.org>. The AirVenture® Web site also has a special section highlighting the flight procedures outlined in the NOTAM for flying into Wittman Regional at Oshkosh. The section's viewpoint is that of a controller telling you what you can expect. As the site says though, the NOTAM is the final word on procedures.

If you plan on landing at Wittman Regional in Oshkosh, you should also plan on an alternate airport in case Wittman is closed because of an accident, the air show is in process, or there is no place to park. Alternate fields include Appleton (ATW), Fond du Lac (FLD), or Green Bay (GRB). If you file your flight plan to Oshkosh and divert, you need to remember to modify your flight plan accordingly with Flight Service. If you plan on landing at Fond du Lac, there will be a temporary control tower in effect during this NOTAM period.

Wittman Regional will be closed to arriving traffic from 8 p.m. until 7:00 a.m. CDT daily starting Saturday, July 22.

Wittman will be closed during the air show from Monday, July 24 through Saturday, July 29 from 2:30 p.m. until 6:30 p.m. CDT. Sunday, July 30, the field will be closed from

2:00 p.m. until 5:00 p.m. The air show demonstration area is from the surface to 12,000 feet MSL within a five nautical mile radius of the field.

For aircraft parking information, pilots can telephone for recorded information at (920)-230-7820. The Internet site is <www.airventure.org/aircraftparking>. The information will also be on the OSH Arrival ATIS at 125.9 MHz.

The NOTAM provides route planning guides that pilots can use to avoid high-density airports in and around Oshkosh and surrounding Wisconsin cities.

An important part of the NOTAM explains the arrival and departure procedures for the greater Oshkosh area. Included in the NOTAM are photographs of key landmarks to be used when flying the recommended arrival procedures.

Because of the possibility that VFR holding may be necessary, all pilots need to review the holding procedures for the various arrival procedures. Inbound VFR flight plans should include an extra 30 minutes for unexpected delays. VFR pilots are asked to cancel their flight plans while approaching their destination airport. As the NOTAM states, parking delays can exceed 45 minutes.

As critical as the air procedures are, there are special procedures for operating on the airport. This includes taxiing procedures, displaced thresholds, special colored dots, and parking information.

If you plan on filing an instrument flight (IFR) plan in or out of the Oshkosh area, you need to review the special IFR reservation program in effect during the NOTAM.

The above items are only a few of the special procedures outlined in the NOTAM. All pilots are advised to be especially alert for the large number of aircraft converging on the Oshkosh area during this period. Because of the mix of the many different types and categories of aircraft involved and their differing speeds, everyone must be alert for the unexpected.

Although each airport listed in the NOTAM has its own published arrival

and departure procedure, a few of the common safety points include keeping your aircraft landing lights on within 30 miles of Oshkosh; bringing your own tie-down devices; carrying extra fuel if able; notifying air traffic control immediately if fuel becomes a safety of flight issue; reviewing the procedures for opening and closing your flight plan; being aware of the AirVenture® seaplane base's location and procedures and the warbird procedures; reviewing the safe operating airspeeds for your aircraft because you may have to fly at your minimum safe slow flight speed; planning on following safe fire and personal safety procedures when near parked aircraft; knowing no campfires or stoves are permitted near parked aircraft; being aware that no student flight training is permitted at Oshkosh; knowing only authorized persons are allowed on runways, taxiways, and terminal ramp; complying with the published special communications procedures in effect during this period; and if you plan on flying over Lake Michigan, you may want to use the Lake Reporting Service outlined in the *Aeronautical Information Manual* in paragraph 4-1-20(e). These are only a few of the highlights from the NOTAM.

However you get to AirVenture® 2006, remember to check out the FAA's Safety Center's Forum safety programs. Please see the Forum Schedule on page 3. For the latest information on the FAA/Industry Training Standards (FITS), you can attend a series of briefings presented by the FAA National FITS Program Manager, Tom Glista, insurance representatives, Cirrus Design, Cessna Aircraft, the University of North Dakota, Embry-Riddle Aeronautical University, the National Association of Flight Instructors, and watch a FITS video provided by Jeppesen. These briefings will be on Thursday, July 27 from 11:00 a.m. until 3:00 p.m. in the Nature Center's Tent Two.

Common sense, knowledge of the special procedures outlined in the NOTAM, and being able to safely fly your aircraft while near a lot of other aircraft will get you in and out of the Oshkosh area. Have fun. ✈





FAA AVIATION SAFETY CENTER

EAA® AirVenture® OSHKOSH 2006

Forum Schedule

TIME	July 24	July 25	July 26	July 27	July 28	July 29	July 30
8:30 — 9:45	FAASafety.gov An Integral Part of the Pilot Flight Bag and AMT Toolbox <i>Jim Pyles</i>	Human Factors for Pilots and Maintenance Technicians <i>Richard Komarniski</i>	Human Factors for Pilots and Maintenance Technicians <i>Richard Komarniski</i>	Human Factors & Spatial Disorientation <i>Rogers Shaw</i>	Airport Situation Awareness <i>Larry Cunningham</i>	VFR Charting <i>John Moore</i>	Prescription for an Accident <i>Bruce Edsten</i>
10:00 — 11:15	Flight Instructor Professionalism in the 21st Century <i>JoAnn & Sandy Hill, Rusty Sachs</i>	Surviving Inadvertent IMC <i>Eric Basile</i>	Why Engines REALLY Quit: The Top 10 Reasons <i>Bruce Edsten</i>	Yoke & Pedal - The Art of Flying Your Airplane <i>Rod Machado</i>	Flying High Performance Airplanes <i>Rod Machado</i>	IFR Charting <i>John Moore</i>	Night Operations <i>Kris Palcho</i>
11:30 — 12:45	Sport Pilot Update <i>Larry Clymer</i>	Ditching & Water Survival <i>Robert Shafer</i>	"Meet the Administrator"	Is Your Defensive Flying Offensive <i>Greg Feith</i>	Emergency Procedures <i>Pat Shaub</i>	Lessons Learned <i>Greg Feith</i>	The Attitudes of an Accident <i>Steve Hoogerhyde</i>
1:00 — 2:15	Light Sport Aircraft Certification and Maintenance <i>Van Stumpner</i>	CFIT/Crew Resource Management <i>Rogers Shaw</i>	Transportation of Dangerous Goods/HAZMAT in Air Commerce <i>Aaron Sinder</i>	Do the Right Thing: Decision making for Pilots <i>Pat Shaub</i>	Kings on Risk Management <i>John & Martha King</i>	The Last Five Miles <i>Pat Shaub</i>	Mountain Flying <i>Lew Owens</i>
2:30 — 3:45	"Girls in the Pink Shirts" <i>Elaine Beckner/ Amy Sedin</i> NOTE: Ends at 4:00	Flying in Alaska <i>Kieran O'Farrell</i>	Single Pilot IFR <i>Pat Shaub</i>	The Wither & Whether of Weather Decision Making <i>Susan Parson</i>	Secrets of the Black Box <i>Greg Feith</i>	Radios and Communications <i>Tina Hartlaub</i>	
4:00 — 4:45		An Interview with "Aaron Tippin" Country Music Artist, Pilot, AMT <i>Elizabeth Cory</i>			FAA Improvement to GPS Approaches <i>Marty Heller</i>		